STEAMER PENN SINKS: WEIGHTED DOWN WITH WATER POURED INTO HER TO DR
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STEAMER PENN SINKS

Weighted Down With Water Poured Into Her To Drown Flames.

BLAZE STARTED IN GALLEY

500 Passengers Left At Pier In Philadelphia As Result Of Fire. Damage Said To Be Small.

Clarence Shriver, general passenger agent of the Ericsson Line in Baltimore, received several telegrams from F. S. Grove, the agent at Philadelphia, yesterday morning giving details of the fire which caused the sinking of the steamer Penn.

The fire, according to Mr. Shriver, caused but slight damage. He explained that most of the damage was caused by the turning of the hose into the vessel to put out the flames.

Arrangements have been made whereby the vessel will be immediately raised and placed in drydock for repairs. The accident, however, will necessitate the abolition of the day schedule for the remainder of this season, as the steamer Lord Baltimore, which is undergoing repairs, will not be ready in time to resume her schedule before the season's close. The day boats would, in the ordinary course of events, close their season on September 15. It was announced by Mr. Shriver that the steamers Ericsson and Anthony Groves will continue their night schedule without interruption.

500 Left On Wharf.

Five hundred persons who had expected to leave Philadelphia for Baltimore on the boat at 8 o'clock yesterday morning assembled on the wharf with their luggage and gazed at the sunken boat in amazement.

The fire started in the galley amidship at 5.15 A. M. It had gained considerable headway before it was discovered. The only persons on the boat at the time were Capt. Alexander McNamee and 31 members of the crew, nearly all negroes. All got off the boat safely, although 10 members of the crew were forced to leap into the river and were dragged ashore.

There was comparatively little freight and almost no luggage aboard the boat, most of the cargo business being done by the night boat of the line.

The steamer Bristol, belonging to the Delaware River Transportation Company, and plying between Philadelphia and Trenton, was ablaze for a time, but little damage was done to her.

Caught From Galley Stove.

The Penn was tied up to the Ericsson pier. Reginald Cummings, cook on the Penn, had arisen about 5 o'clock to prepare breakfast for the crew. He made a roaring fire in the galley stove and then went to another part of the boat for provisions.

He was gone about five minutes. When he returned he found the galley a furnace, with the flames already sweeping completely across the boat and beginning to spread toward the after part.

In the meantime an alarm had been turned in for the city fire department, summoning both land and water forces. Several companies from the city responded, and the police and fireboats raced to the fire.

When the Ericsson pier was seen to be in danger of catching fire the Penn was cast loose and drifted over against the Bristol. It was then that Captain Beechman ran the nose of the tug Transit between the two and saved the Bristol.

Righted As She Went Down.

Finally her hull filled with the water thrown into her, and the Penn began to settle heavily in 24 feet of water, righting as she went down and settling on her keel. Only the stern sank completely, the bow thrusting its scorched shell up out of the water. The fire went out in a tremendous hissing and a cloud of steam.

The Penn was built in 1903 at Wilmington, Del., at a cost of $125,000. She was 207 feet long, with a beam of 23 feet and 10 inches, this peculiar construction being necessary in order that she might pass through the narrow Chesapeake and Delaware Canal. She developed 21.5 knots on her trial trip. She had a passenger capacity of 700 and a cargo capacity of 446 gross tons.

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